



2021+ Toyota Land Cruiser 300 3.0 IBP Front Coilover

King Shocks 12472 Edison Way Garden Grove, CA 92841
714-530-8701 www.kingshocks.com

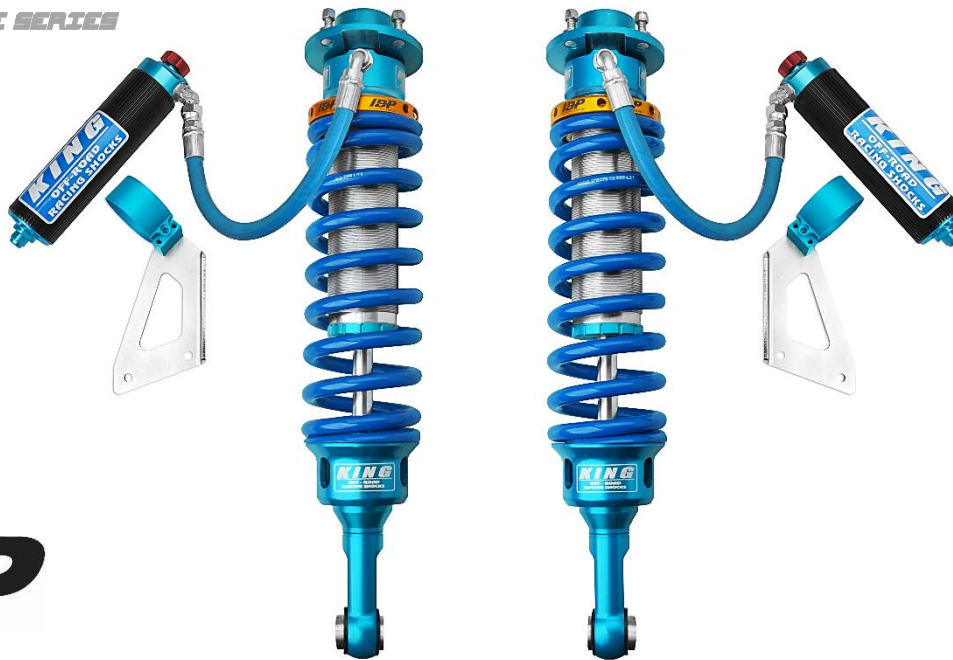
Front Parts List:

- 2 – 3.0 IBP Front Coilover Shocks (33700-394A)
- 2 – Front Reservoir Brkts. (25048-070/071)
- 2 – Bump Stop Delete Brkts. (25038-121/122)
- 2 – Hardware Kits (KH02-194)

Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

Toyota Land Cruiser 300
OEM PERFORMANCE SERIES



INTERNAL BYPASS
IBP

Before lifting vehicle off the ground - Disconnect sway bar links on both sides by removing the lower bolt using a 19mm socket. You will replace the bolts in the last step when the vehicle is back on the ground.



IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

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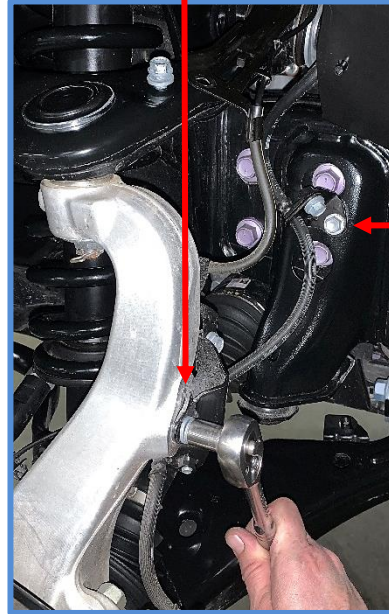
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FRONT: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. Unbolt the ABS bracket on the upper control arm using a 12mm wrench or socket.



2. Unbolt the ABS/brake line bracket on the frame and knuckle using a 12mm wrench or socket.



3. Disconnect wire going to the top of the shock. Start by releasing the clips on the connector housing.



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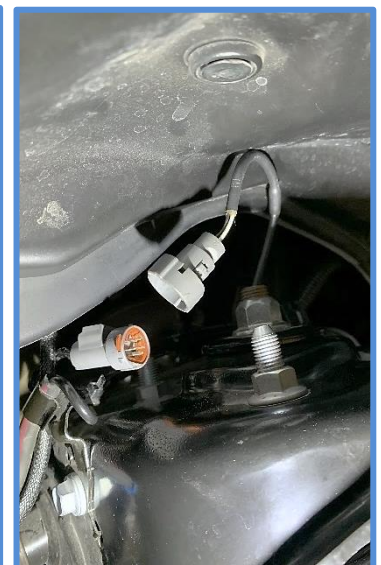
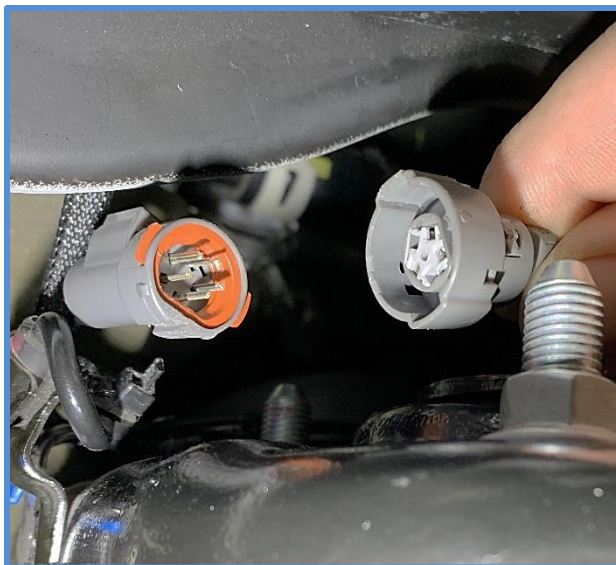
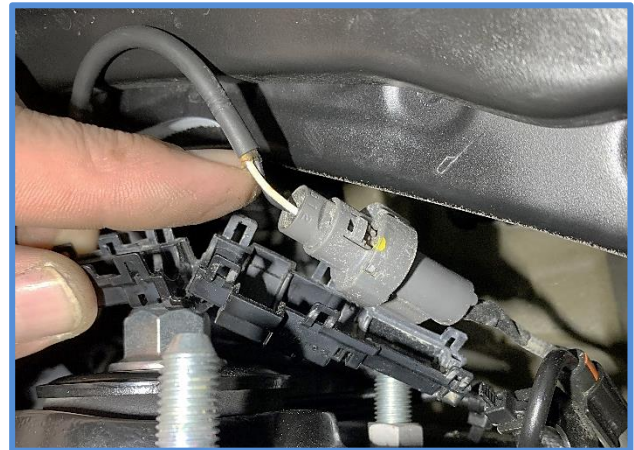
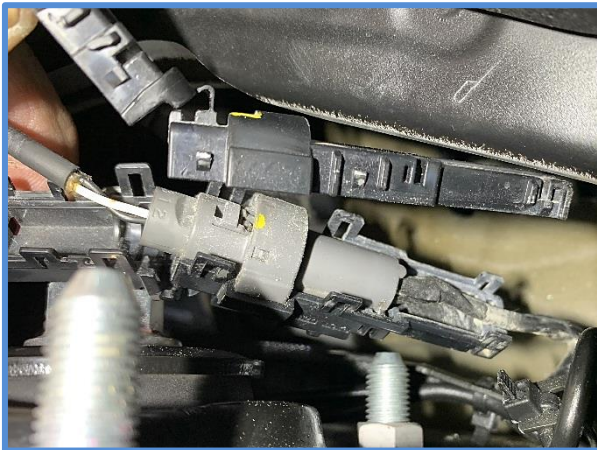
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4. Remove the housing from wire connector and disconnect wire as shown below.



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5. Pull the pin out of the ball joint stud in the upper control arm using needle nose pliers.



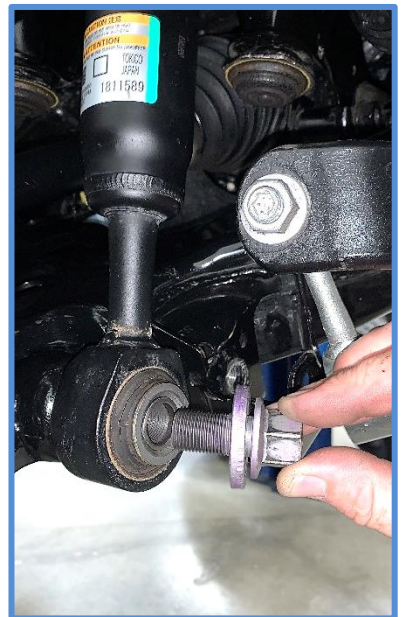
6. Remove upper ball joint nut using a 19mm socket. Separate upper A-arm from knuckle.



7. Remove the four nuts from the upper mount using a 14mm wrench or socket.



8. Remove the lower mounting bolt using a 22mm socket.



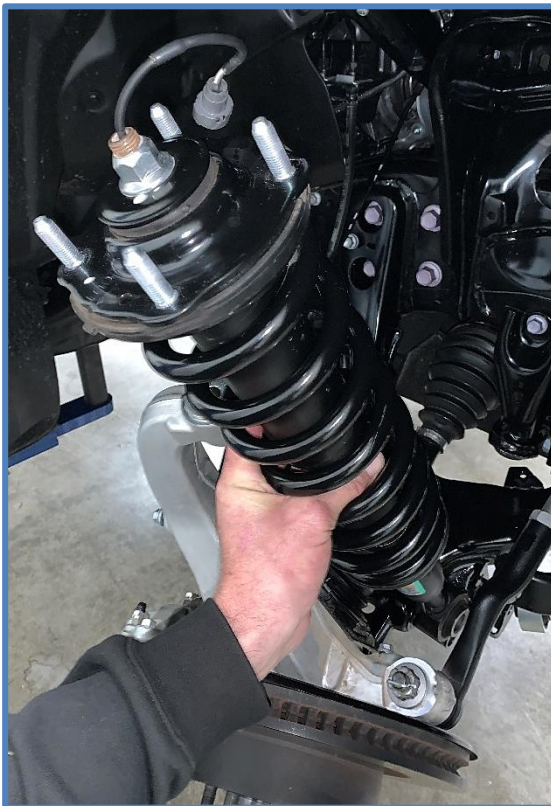
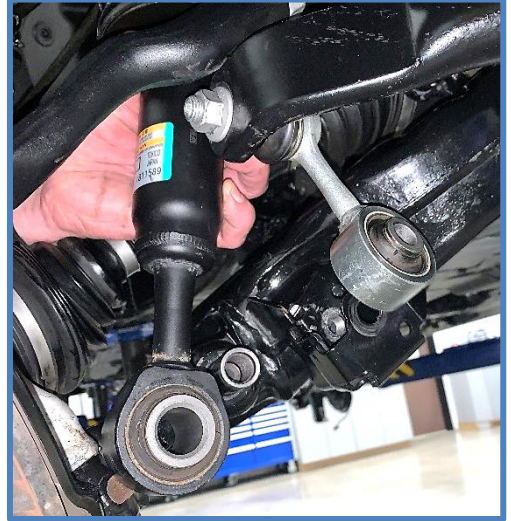
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9. **Remove Shocks** - You will need to use a large pry bar to pry the sway bar down enough to slide the shock off the lower mounting stud. Then move the bottom of shock out towards wheel and down until you can maneuver the top of shock out of the upper mount. Then remove shock from vehicle.



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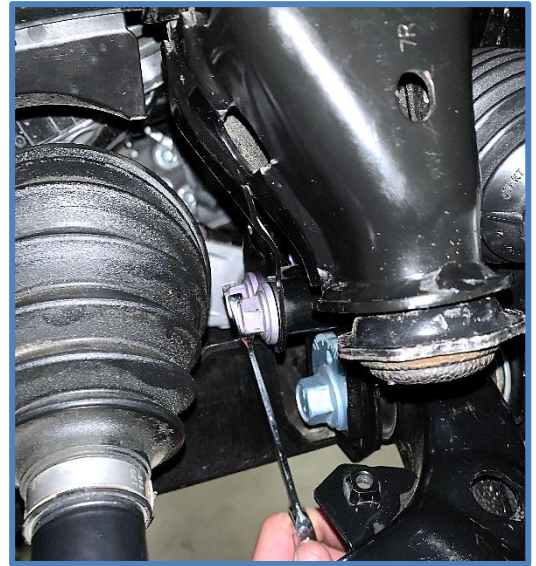
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10. **Remove bump stop bracket** – The factory bump stop bracket must be removed and replaced with the King bump stop delete bracket in order to fit the King 3.0 shocks. Remove the two bolts from the frame using a 14mm socket. One of the frame bolts is hidden inside the bracket, use a 14mm socket with an extension to reach the bolt on bottom side of frame. Remove the two bolts from the lower control arm mount using a 17mm wrench and remove the factory bump stop bracket.



11. **Install King Bump Stop Delete Bracket** – Be aware the brackets are side specific, see photos for proper orientation. Place bracket in position and install the factory hardware for the lower control arm mount and the factory bolt for underneath the frame. Use the provided M10 button head bolt (CB2450) with M10 washer (CW1802) for the side of frame as shown. Start all bolts by hand then tighten to factory specs.



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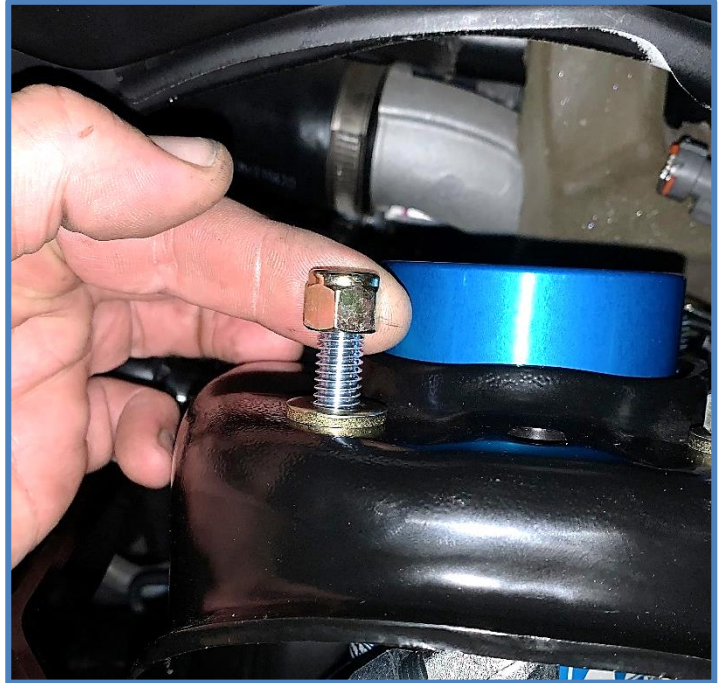
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12. **Install King Coilovers** - Be aware that the shocks are side specific, make sure you are installing shocks on the proper side (see final install pictures for reference). Start by positioning the shock into the upper mount on the vehicle, place the supplied 3/8 HD Washers (CW1701) on the mounting studs followed by the 3/8 nuts (CN2711) and thread the nuts on finger tight for now to hold the shocks in place.



13. Place the thinner bearing spacer with bushing on the lower mounting stud first. Then maneuver the rod end onto the lower mounting stud while prying down on the sway bar. Once the rod end is installed, place the thicker bearing spacer with bushing on the stud followed by the factory bolt. Tighten bolt to factory specs.



Longer bearing spacer on same side as bolt.

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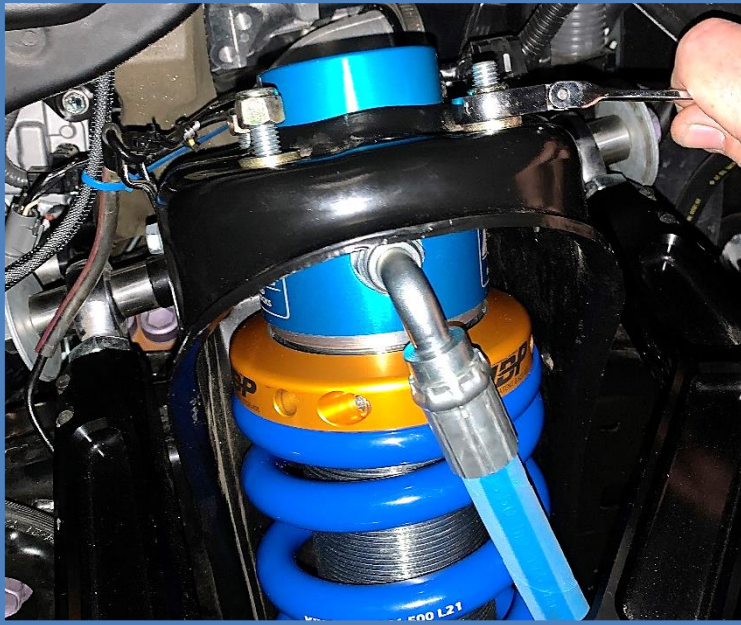
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14. Tighten the upper mounting nuts to 35ft/lbs. using a 9/16 wrench or socket.



15. This kit requires the use of an aftermarket upper control arm that can accommodate the extra droop that this shock will provide and give adequate clearance for hose between spring and control arm at full droop. It is ultimately up to the installer to check fitment of aftermarket components and address any clearance issues. Install your upper control arms per the instructions that came with your control arm kit.



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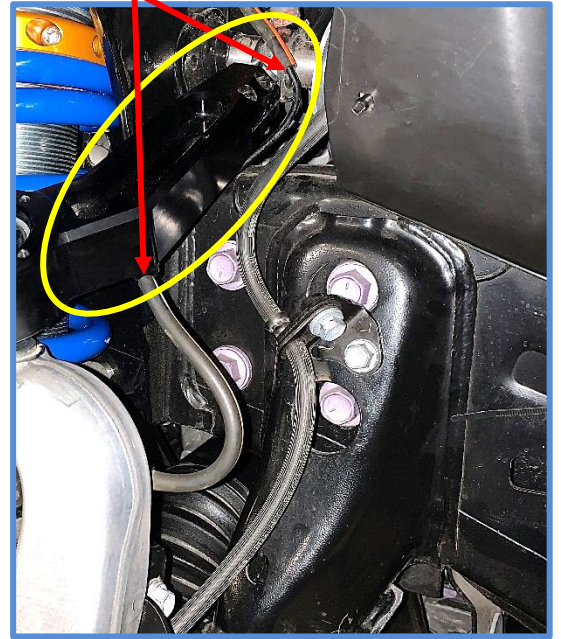
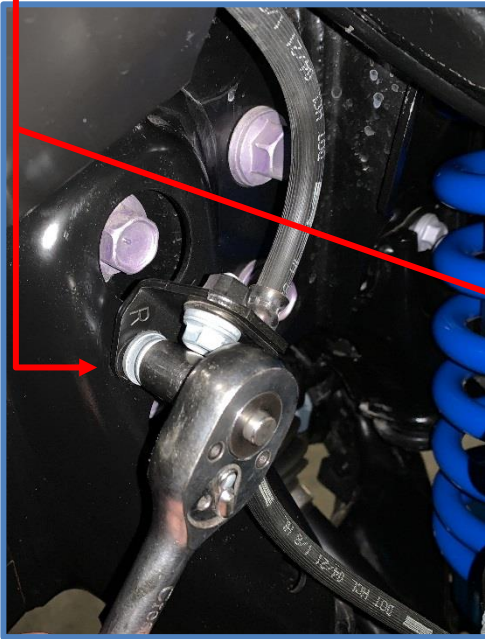
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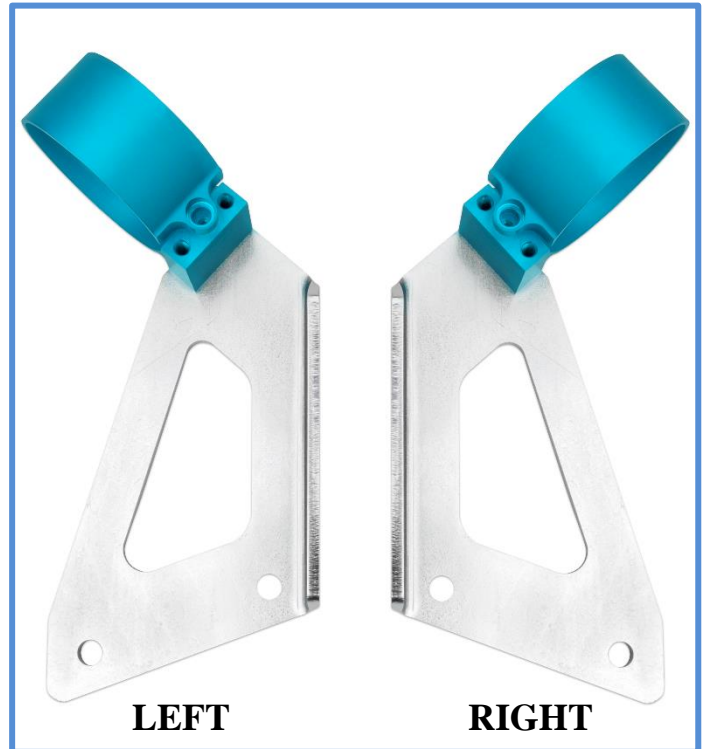
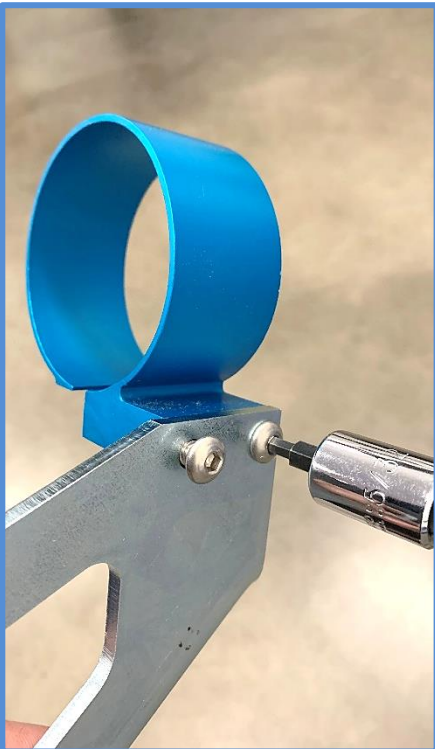
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16. Reconnect the brake lines to the frame and knuckle. Tighten bolts to factory specs using a 12mm socket. Connect ABS line to the upper control arm using the instructions provided with your control arm kit.



17. **Mount Reservoirs** – First attach reservoir clamps to the reservoir brackets using the supplied 1/4 x 1/2" BHCS (CB2420). Apply red locktite to the threads and attach clamps to brackets as shown below.



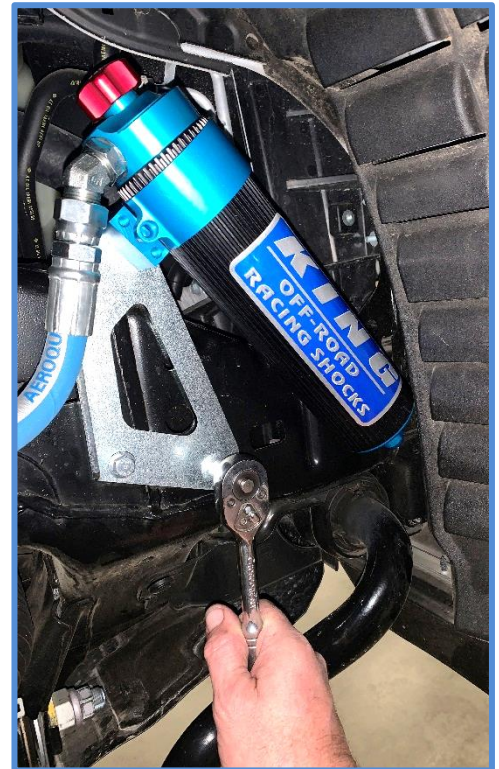
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18. Slide the reservoir bracket over the reservoir, then place the bracket on the frame and line up the holes in the bracket with the threaded holes in frame as shown below. Install the provided 8mm flanged bolts (CB3825) and tighten using a 12mm wrench or socket.



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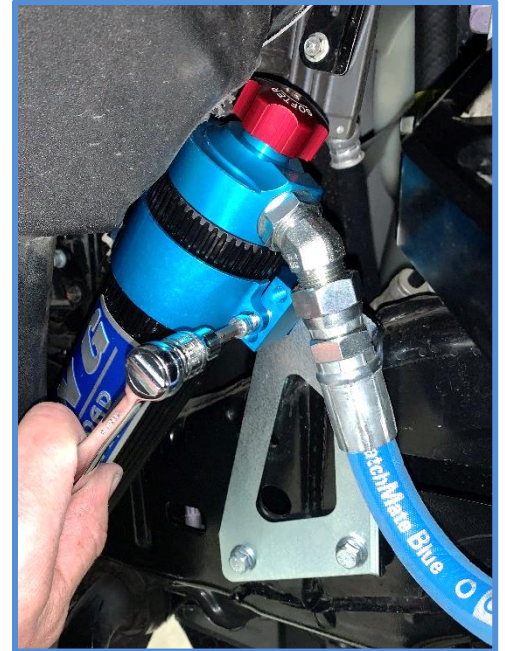
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19. Install the 1/4 x 1" SHCS (CB1501) in the reservoir clamp. Adjust reservoir to its final position (See final install pictures for reference) and tighten bolt using a 3/16 Hex Key.



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Final install should look similar to photo below.



DOUBLE CHECK ALL HARDWARE:

Make sure everything is installed correctly and all hardware is tight before reinstalling tires. Install tires, remove jack stands and lower vehicle to the ground. Install sway bar link bolts when vehicle is on the ground.

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20. Lower vehicle to the ground, then install sway bar link bolts. Line up the sway bar link in the lower mount so that you can thread the bolt in by hand. Torque bolts to factory specs using a 19mm socket.



21. You may need to rotate the tie rod boot clamp so that it does not contact the shock. Use pliers to open the clamp and rotate clamp to the top or front side of tie rod.

**Alignment is critical:**

A professional alignment must be performed before driving this vehicle at highway speeds. Do not attempt to drive your vehicle after this install without having the alignment readjusted to factory specs!

Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

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